

Partnership: Regional Blueprint Planning

Program Criteria and Suggested Performance Measures

Program Criteria

The Regional Blueprint Plan shall be developed in collaboration with a broad range of public and private stakeholders, including local elected officials, city and county agencies, civic organizations representing business, labor, environmental, and community leaders, neighborhood groups, and the general public. Connection to existing interregional partnerships, studies in progress, and modeling enhancements is essential. The Regional Blueprint Plans shall be based on a twenty-year horizon. The resulting Regional Blueprint Plan shall identify the most efficient and effective transportation system and preferred land use pattern possible that will:

1. Improve mobility through a combination of strategies and investments to accommodate growth in transportation demand and reductions in current levels of congestion.
2. Reduce dependency on single-occupant vehicle trips, fostering neighborhood and project designs that enable more walking and bicycling for healthier communities by:
 - Reducing the growth in traffic congestion and making more efficient use of existing transportation infrastructure through comprehensive transportation system management.
 - Encouraging public transit usage, ridesharing, walking, and bicycling;
 - Deploying transportation demand management practices (which may include economic incentives and value pricing).
 - Promoting mixed-use development and increasing housing and commercial development around transit facilities and in close proximity to employment centers.
 - Promoting equity in growth and development by rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed land.
3. Accommodate a sufficient housing supply within the region (and within each sub-region and jurisdiction to the extent possible) to accommodate the projected population and workforce needs for the full spectrum of the population (very low, low, moderate and above moderate income households) over the next 20 years.
4. Minimize impacts on valuable habitat and productive farmland.
5. Increase resource use efficiency, including energy, water, and building materials conservation.
6. Establish a process for public and stakeholder engagement that can be incorporated into future planning processes.

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Suggested Performance Measures

MPOs will use appropriate measures of performance designed to address the objectives of this program and their own regional vision. Several key transportation and housing performance measures that address statewide priorities should also be incorporated in the blueprint planning process so that the State can measure the effectiveness of the program.

Sample California Statewide Transportation System Measures include:

- Travel time within key regional corridors.
- Total person hours of delay.
- Percent of workers within "x" (15,30,45,60) minutes of their jobs.
- Modal split.
- Percent of jobs within a quarter/half mile of a transit station or corridor.
- Variability in travel time on state highways.
- Percent utilization of highways during peak period.
- Passengers per vehicle revenue mile (transit).
- Passenger miles per train mile.
- Percent trucks by axle.
- Days exceeding national/state air quality standards by air basin and statewide.

Some potential regional blueprint housing performance measures:

- Improved ratio of jobs to housing units over the region's baseline.
- Reduction in projected out migration of employees within the region for housing outside the region over the region's baseline.
- Increase in proportion of new housing development occurring within infill areas of the region.
- Increase the potential for the region and all member local governments to accommodate their entire regional housing need allocation and an increase in multifamily development over the baseline.

Some additional examples of possible blueprint performance measures are:

- Extent to which region accommodates a sufficient housing supply to match their natural populations increases and workforce needs for all income categories.
- Achieve the targets for reduction in emissions of greenhouse gases established for California by Governor's Executive Order S-3-05 on June 1, 2005.
- Reduction in number of Vehicle Miles Traveled per Household (reflects changes in land use that reduce single-occupancy vehicle travel).
- Reduction in acres of agricultural or green field lands converted to urban uses.
- Increase in the proportion of residents using transit.